

Pretreatment vessels, rings make Columbia River trek

The Bechtel National-led Waste Treatment Plant Project received the first equipment to arrive by barge last month at the Port of Benton's newly expanded barge slip in Richland.

The equipment includes two 60-ton stainless-steel vessels that will be placed in the Waste Treatment Plant's Pretreatment Building and used to collect tank waste from various drainage systems. Other equipment includes supporting beams that will be used in the foundation of the facility.

"These pieces of plant equipment are the first of several we will receive during the life of the project," said Bechtel National Senior Vice President Jim Henschel, project director for the WTP. "The successful and safe delivery of these vessels and rings was the culmination of extensive efforts and coordination between the Port of Benton, Lampson International and our Procurement, Subcontracts and Construction teams, along with their support staffs."



A Lampson International flagger directs a 60-ton Waste Treatment Plant vessel as it's lifted from a barge onto a flatbed truck headed to the WTP construction site in 200 East. The vessel is one of two received — the first of many large pieces of WTP equipment that will arrive by barge at the Port of Benton.

A Tidewater Barge Line transport carried the vessels and rings from Portland-based vendor, Northwest Copper, to Richland on a four-day, 250-mile journey up the Columbia River.

At the slip, a 200-foot-high boom lift crane from Kennewick-based Lampson International lifted the vessels onto three large flatbed trucks bound that evening for the WTP Project construction site in Hanford's 200 East Area.

"We chose to transport the vessels on the Columbia River due to overhead obstructions on the highways and to eliminate significant impacts to traffic," said Bill Swygert, WTP Project traffic and logistics coordinator. "The vessels and rings were transported to the job site during the evening to further minimize traffic congestion. It was a great team effort."

The WTP's Janet Long ensured all the documentation was in place, and Bill Landers, Mark Parrish and Enrique Carbajal Perez handled the procurement and delivery details.

At the construction site, skilled boilermakers performed the rigging, and the next morning a team of operating engineers safely lifted the mammoth vessels and rings from the trucks and gently placed them into their temporary staging locations.

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The rings are being installed immediately in the Pretreatment facility's foundation, and the vessels are scheduled for installation in September.

"It was a smooth operation," said Mike Stewart, WTP Project construction site lead rigging engineer. "This vessel move was, and all future transports will be, successful only through the cooperative efforts of all the supporting groups including Engineering, Procurement, our vendors, Traffic, Security, and Construction." ■